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JOB WORK Executed with neatness and dispatch at New York prices.

TUESDAY, FEBRUARY 22, 1881.

Mr. Wm. G. St. Clair takes complete editorial charge of the Wytheville Dis-PATCH, which is a very live and valuable paper. He has long been connected with that journal, and is one of the promsing young men of Wythe county.

Hon. Fernando, of N. Y., chairman of the Congressional Committee of Ways out a tunnel, at "Big Stone Gap," nd Means, died last week at Wise County. Here, on the banks of be Arkansas Hot Springs. He has been long time in Congress, and 40 years go first entered that body, and several Imes was Mayor of New York. Mr. Tucker, of Virginia, succeeds him as chairman of the Ways and Means com- ture Jonhstown or Allentown to rise up mittee, but after the 4th of March, the
Republican majority in the House will Mountains encircle and embrace a level relieve Mr. Tucker of the honor of that plain of several hundred acres, possessposition.

Harper for March.

Is an excellent number and splendidly illustrated, the illustrated articles, be- ber standing, as yet untouched, in the ing, Bedford Park, The University of primeval forests will be located; here Leiden, the Arran Islands, Possibilities the ear manufacturer, the wagon carof Horticulture, a Glympse of an Old riage maker, the furniture and agricul-Town, Richard Henry Stoddard-a poem, The Grave Digger, A Nation in a likely still, put up their works, with all Nutshell, Anne-a novel. Then follow they need within a radius of a few miles; number of articles of great interest in- here will come the lover of wild, picturwe furnish Harper and the News for away from the heated walls of dusty streets of cities lying nearer the sea lev-

It is known that Senator Hampton's inprudent speeches did, perhaps, as much to secure the defeat of General Hancock as any one factor of the late residential election .- Lynchburg Nows. "Mebbe" he was imprudent, but we States may come here with the assurenpposed be was merely drunk and playd Bourbon.

From Forney's Philadelphia Progress, Down in Old Virginia. ESTILLNILLE, SCOTT COUNTY, VA. January 6, 1881.

Col. J. W. Forney:

DRAN SIR:-I address you personally rather than "editorily," because your name recalls so many pleasant memories of that glorious Centennial summer in will take the place of brick in all im-Philadelphia. The place from which I date this letter is unfamiliar to you and your thousands of readers of the great world. It is, as you may see by looking in any map of Virginia, away down in the southwest corner of the "Old Do-"Tennessee Marbles," and the company nion,"In the sharp angular nook that | will build many of its culverts and ballies in between the State lines of Ken- last its track with this material, in all tucky and Tennescee, and in the midst prospects equal to that employed in the of that District represented some thirty decoration of the United States Senate years ago by Fayette McMullin, the chamber and President's room in the "wagoner" Congressman, who always Capitol at Washington. This road, too, boasted of his District as "Little Tens will possess an attraction to tourists It is a region of hills and found nowhere else, so far as I know, h mountains, of green, luxuriant valleys the world-a natural tannel 153 feet long and rapid rivers of purest crystal water; over one hundred feet to its roof, and one hundred feet wide, in the bed of a primitive in thought and habit as in the mill-creek that here flows under a monndays when Daniel Boone, a native of your own Berks County, "blazed the traces that marked the location of "Boone's trail" from North Carolina Union. Its portals are perpendicular and Virginia, across the successive lofty walls, from four hundred to five hom ranges of Clinch, Powell's, Wallen's dred feet high, of magnesian limestone, and the great Cumberland Mountains, bare of foliage from base to summit, and into Kentucky, the "dark and bloody ground," so congenial to his tastes except here and there a crevice where and habits. This old "trail" is still a bridal-path and thoroughfare across many a rugged and towering ridge; and free from all molestation. I stood be some of the great ploneer's campinggrounds on the river-banks are still dis of huge dimensions, bearing in their his life in the region of the canons of gnarled bark, with almost startling disinciness, the moss-covered and rusty incisions D. B., 1769," and D. Boone. 1780," the two years in which he first and last traversed the "trail."

though he had seen many three or four times as high. Through this fearful-looking, but safe, rent in the side of the From the line of the Atlantic Missiselppi and Ohio Rallway, a part of the great modern highway from Chesapeake Bay to the Gulf of Mexico, a vast reion lies off to the westward, partly in | shriek of the locomotive will drown the Virginia and partly in Kentucky and cry of the eagle, and its smoke dislodge ennessee, larger in extent than all New | the bats from their hitherto undisputed ngland, in which the sound of a steam thistle has never been heard; for, in a possession of the clefts of the lofty belt extending from Middle Virginia 300 belt extending from the Tennessee, and begin to tinge the forests with the flam-fron near the western base of the blend-ling hues of early autumn, when the d Blue Ridge and Alleghany Moun-lins 200 miles into the heart of Kentucky wise game laws of a protective humanity are relaxed for a few weeks, equip ky, an area of 60,000 square miles, not yourself with gun and bag, invite a mile of railroad has ever yet been ompleted, though this selfsame region urnished many of the heroes of King's fountain, under the gallant Campbell, ne hundred years ago.

And stranger still, this year mountain

ne hundred years ago. And stranger still, this wast mountain morning come out on our new road and district, inhabited by our own race so long, and yet so little known beyond its do the tunnel, and for as many other days wealth that would enrich an empire; arpassing in variety and extent those fother regions lying thousands of alles away back from the Atlantic coast, at have entired millions of enterprist to feast your "stay-at-home" friends on men and women to brave all the rig- the product of your own skill in the arts of frontier life. Here we have a of Nimrod, life soil adapted to all the wants of riculture; a growth of timber trees, thut, ash, blekory, oak, poplar, etc., rhaps nowhere else equalled on the atinent at this day; and iron ores ial in quality and surpassing in ex-What the Papers Say About It all that Pennsylvania ever contain and coals almost beyond computai in quantity, and—on the testimony your own State chemist, Mr. Mc-ath—richer in fixed carbon and freer

sulphur than any other coals yet nd in the world. Nashville and owns the line from Bris tol to Norfolk, why should it not build It is to inform your thousands of readof the existence here of the wonder-undeveloped elements of wealth, the western terminus of its read. It undeveloped elements of wealth, may be said that the gap is between hin a single day's rallway travel Chattanooga, the most easterly terminus m Philadelphia, that I address you open letter, knowing that you will in Tennessees of the Louisville and preciate their value to our common Nashville system. But why should the intry, and be gratified to learn that Louisville & Nashville run to the southr-worn and lately desolated old Vir-la cannot fall to regain all her lost ther use another road, or build a paralsalth and much of her historic pres- lel road, when it can still use advantae and influence as a member of a now geously the Chattanooga road for its adds to the interest of the subject, no and bully another and very much shortdoubt, to inform you that it is Pennsyl- er road through an unoccupied portion sania enterprise and capital that have of Tennessee, almost direct to Bristol, d, within a year, to the thorough ex- thus completing its own line to the sea. planation and discovery here of the un-cold millions of buried wealth that bith-certnin, while it would very much short-



to work to build and put in operation during the present year from 60 to 80 miles of railway to reach their immense

estates. And in another year they will

creet hundreds of coke-ovens, one or

tural implement manufacturers will come for their varied materials, or, more

esque, grand and beautiful seenery, t

el; for even mineral waters of rare ex-

cellence are found in this favored 'spot,

and the blasting heats of summer ar

tempered by the cloud-capped summits

of the great conglomerated "upthrow"

or Stone Mountain, so that the enervat-

ance of renewed strength and re-estab-

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and he declared that he never had look

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Whole No. 794

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few 18, 78-19.



and Scott counties, Va., and have gone | point if they do not. Our correspondent who wrote on this subject Sunday intimated that some persons might regard as chimerical a plan to bridge the chasm between Bristol and Nashville. So they do of all plans. 1 is practical, and time will prove it by it

possible, rolling mills and other works. inevitable building. Taking Nashvill The centre of all their operations will as a center we can see now where all the be at the only open gateway existing any-where through the Cumberland Mounexisting lines point and what is necessary, and not what the Louisville & Nashville will build, but what the Louisville tains and contiguous ranges for a rail-way uniting Kentucky and Virgin, with-& Nashville will be obliged to build, There is a line to Lt. Louis, another to Louisville, a line to Memphis, a line to Powell's River, where it has cut down a Montgomery, Mobile, New Orleans and channel between one thousand and two Pensacola, and the Chattanooga line thousand feet from the summit of Stone pointing and hevitably destined to run pointing and inevitably destined to run Mountain-the father mountain of the southward in commerce with the South Cumberlands-to its very base, is found Atlantic ports of Georgia and South Carone of the most beautiful spots for a fuolina. The idea of going to Chattanoo-ga to get to northward from Bristol is simply absurd, although that will be done as a makeshift. It must be the object of the Louisville road to strengthen the center and that the road from Nashing every requisite for the foundation ville to Bristol will be built is a question and growth of a city of twenty thousof time and a little more development of and or thirty thousand inhabitants .the necessity for it. The first step will Here will be the great iron works of the company; here the mills to cut up the hundreds of thousands of feet of lumbe the extension of the Lebanon branch to meet the Knoxville and Emory Gap, and then will follow the filling up of the

> will not remain for many years longer without rail facilities commensurate with the importance of its resources. One can hardly contemplate the gran-deur of the conception which is working out in the purchase of the lines to thi great system, centering at Nashville without feeling that the genius which conceived the project as a whole has al-so embraced the few lacking steps necessary te complete it. If we are mistaken in any part of what we have said, it is in laying the route too far South, when perhaps the system may require a more direct and more northerly line than one running by Kingston or Emory Gap. The extension of the Lebanon branch to Sparta would be in the direction of Spara and Emory Gap, while the directest

rest of the gap through a country which

rect to Clinton. Philadelphia North American. The upward tendency of Reading and Jersey Central later in the day was party explained by the circulation of reports that those two roads, connecting with the Shenandoah Valley at Harrisburg. the latter with its new purchase at Big Lick and with the Louisville and Nashville by completing the Va, and Ky, rail-road, or using the E. T. V. & G. to Chattanooga, will thus form a great trunk line from New Orleans and Mobile to New York. The Louisville and Nashville's leased or controlled branches afford communication with Memphis St. Louis, Selma, Montgomery, Pensacola, Mobile and New Oriems. They include the Memphis line, the Nashville and Decatur, the South and North Ala-

the Mobile and Montgomery, the Pensaola and Selma, and the St. Louis and southeastern radicouls, with several litle feeders in Kentucky, Tennessee and Clorida, which will probably be so connected as to develop some the counties in all those States hitherto without faellille, so that the system of railroaus which thus secure an excellent metro- the Baltimore and Potomae depot, ran

Norfolk Landmark, We have been at some pains to look into the sale of the Atlantic, Mississippi and Ohlo, and see nothing but sunshine in the prospect. General Groner, who represented Norfolk, in part, during the late contest over the road, has been good mough to give us much valuable information, and he tells us that the new My friend when next October's frosts purchasers "mean what they say"-that , to operate the line on business principles, and run it from end to end. The new owners expect buy out Wilson's Tennessee line, which will unify the road from Norfolk to Memphis, and exmany as you will of good fellows to join peet, within two years to build the Comberland Gap extension. In full evi-dence of the good feeling and good faith of Mr. Clark and his associates, we learn that they have entered into a contract with Gen. Mahone to secure the luterests of stock-holders; and in short, the outlook is one entirely cheerful in all its aspects. It is not the fashion to praise General Mahone; but we say, without fear of any successful contradiction from ny candid mind, that he has done great things for Virginia in his railroad enreer and on his retirement from it we give him our cordial thanks for Western connections, and Coast deliveries, and for his great and invaluable labors in build-

ing up this port.

Portsmouth Times. If John Collinson and Garrett be out there is more hope for the Virginia cities

and the people of the State. Those who were fighting for Virginia and her interests, we have every reason to believe, knew what they were about; and we again say, as we have be-fore said, that our people are indebted to Gen. Mahone for the noble efforts he has made fore our cities, our State and our people, whose interests are so vitally onnected with this great and important

If he falled to save the railroad to the stockholders by preventing the sale, we do not doubt but that through his influto impart on account of his just compre-bension of all the great possibilities of ension of all the great possibilities of this line, and its importance to the people of the State, the purchasers saw that it would be to the interest of all, that this road should be made the great high-way for the immense trade of the West and Southwest to the Seaboard.

Lynchburg Virginian.

The English bondholders, as repre- Georgetown, where the water is almost orto has been passed by.

Western Pennsylvanians have bought more than 60,000 acres of these aplendid coat, fron, and timber lands in and near the Cumberland Mountains, in Wise

Washington Under Water. A GOOD PORTION OF WASHINGTON CITY FLOODED-UP THE AVENUE IN BOATS-

RESCUING PROPER FROM THE SECOND-STORY WINDOWS-THE LONG BRIDGE [Special to the Philadelphia Times] WASHINGTON, Feb. 12,-One of the iost extensive freshets ever witnessed

Ferry and the rapid time of the river at that point yesterday prepared the wharfowners and warehousemen in a measure for the threatening destruction. Ail ast night was spent in getting such perhable goods as could be removed in a lace of safety. The extent, however, the flood was wholly unlooked for .fore than a square mile of the business section of the city is now under water, and boats have been plying up and down Pennsylvan a avenue all the afternoon. The flood still shows little signs of abatent. Great fields of lee came sweepng down early this morning and graduly formed a gorge against the Long ridge. As most of this bridge is a solcasueway, the ice soon formed a comete dam from the District of the Virnia shore, piling high above the roadvay, crushing the foot and wagonways like so much paper and bending the trestle-work over the channel into a segment of a circle. Here the railroad men and and bridge-tenders, with a big gang ought the blockade until given to fle com the danger which memored them and the bridge to-gether. The back-vater upon Georgetown swamped the charves and houses in less than an hour and threw-schooners up Into the street and played havee generally. At the came time it found its way around the

onte would be more northerly and diobstruction of the bridge across the moniment lot, obliterating the valuable gov rament fish ponds, overflowing the mithsonian grounds and pouring over ill the lower section of the city. By 10 belock it had filled every cellar and basenent and was flooding the first floors of ouses next to the mall, from Fourteenth street to the Botanival Gardens. At 12 t bad riscu to the middle of the first sened from the second-story window sy means of boats and express wagons, he water being up to the horses' backs. They It had encronched on Pennsylvania avenue, which presented nearly half a mile of navigable water-way, fully sufficie harbor bill. The market men were compelled linstily to abandon the market mase, which was soon in about five feet of water. About the same depth surwhich Willie Edonin's company had to withdraw their baggage in boats. All liles. The Western and Atlande to At- the restaurants, saloons, commission lanta, the Georgia to Augusta and the houses, etc., in the locality, below and Georgia Certral to Savannah, also oper- above ground, are completely floode the their lines in close and friendly con- and thousands of dollars' worth of goods section with the Louisville and Nash- destroyed. The Metrmolium line of cars, which runs down along the mail t

politan outlet is seen to extend its until floated from the track into the re-branches literally over the whole South, servation. The depot itself was in the east of the Mississippi. Nor can it be pronounced less fostunate for Philadel-pronounced less fostunate for Philadel-except by boat. Still the water kept rising mutil the The Shemandonlt Valley Construction hot press of the Sampley Merald stood is Company will now strain every nerve to five feet of water. This is on D, strest their A. M. & O, Junction at Big Lick by above the avenue. Half a mile of basi the lat of May, if the weather permits, ness basements and cellars on both sides. Their acquisition east of Big Lick will of the avenue in the business section of ikewise prove of great value in reliev- the city are filled with water. All hus ng the pressure of through business by mess has been suspended. Thousands o arrying some of it to Norfolk, especial- people congregate on the stress to water in the flood, and the greatest excitement and prosperous Virginia city will have prevailed all day. As the sidewalks no reason to regret the turn affairs have were under water all pedestrian travel taken." street cars on the avenue line, the Her es, boats and every kind of means of transportation were in demand. enth street, opposite the Washington Market, is five feet under water. In the

ears leading through this to the wharves passengers atout upon the seats and rode on top, the water flowing in through the ears at every passage. The St. James Hotel is flooded on the first floor, and the guests are unable to get out or in except by bridging inside and boats out ide, while the National and Metropo tan cellars are full. The water lackes two or three inches high enough to en ter the office floors. To complicate mat ters of travel, early this evening a fire compred on the avenue and for more han an hour the cars were blockaded caving no means for the public to ge me way or the other. Early in the day the Census Office basement was over flowed and it took the fire engines and hard work to save the census records .-The damage will cost the city and coveroment more money than would be repaired to demolish the Long Bridge nseway and build a new bridge. No loss of life is reported. A couple of wa-

nen narrowly escaped drowning before

hey were rescued from a street car and a couple of men by the overturning of a boat, which collided with a carriage. A large number of poor familles are drowned out in the lower section. The water completely surrounded a building on the south side of the Long bridge in which were several women but they were finally rescued and brought to this city. The boats were renoved from the boat houses of the Anaestan, Potomas and Columbia Boat labs and the lamber on the wharves la Georgetown was anchored as securely as possible, but some of it was carried away. All travel over the Long bridge was suspended this morning and no trains are leaving here for the South via Alexandria. The train from the North over the Baltimore and Potemac road are stopped several squarea south of the nue beyond B street, a distance of about three squares, and is from two feet to four feet deep. The wires between Washington and Alexandria are all down, and the Western Union is sending its Southern business to Alexandria by messengers on horseback, who are

obliged to cross the Aquednet bridge at

fice and alienation of this great property at 3 P. M., reported that the river at that is a shameful business, from first to last; point had fallen six inches, but later re-and we have no heart for further comwater was twelve feet above low-water

mark, and that both rivers were report ed rising above there. At 7:30 P. M. he reported a rise of three inches in the Potomac and one inch in the Shenan-deab, and still rising above. At 8:30 P. M., three spans of the Long bridge were

parried away and the ice was still run-Near the corner of Sixth and B streets (in the neighborhood of the Potomae de-pot) five of the Ninth street line of cars had to be abandoned. Great difficulty i experienced in crossing from the city to in this region paid its respects to this city to-day, doing immense damage to property and filling the capital with expanding the stement. Fortunately the warning of rose rapidly and soon the flood was knes the breaking of the ice above Harper's high. Many of the dealers hashin left. some time stood their ground, anticipating that it would not be long before the water would recede. The buschers and many other of the market dealers later in the morning extemporized street sionals on the North side of the avenue In front of the stands erected for the in auguration and there vended their wares channel at Giesboro about 9 o'cicck this morning and about 10 o'clock it had to all appearances become a solid gerge neross to the Virginia shore, blocking up the river entirely to the Long bridge and above it to Georgetown. This had the effect of raising the water to an unpre-edented height, most of the wall a the river front raising up and float-

The water at the Inland and Sea board Company's wharf, near the Arse-nal grounds, raised about five feet above thest tide, surrounding the depo the heavy weight of the floor the whole ybarf would have been lifted up. Botmical Gardens and the grounds west filled with water, and his caused a serious and what come near being a fata We desire to call the attention of our

eaders to the grand holiday offer of the

Mendelschon Piano Company, whose advertisement appears elsewhere. This Company offers an \$850 Square Grand Piano, 3 stringed 714 octaves, in a handome rosewood case, for only \$245, also many other styles of Pianes and Organs at great bargains for the Holidays, in-These Pisnes, including Grand. Square and Uprigld, under one of the finest displays at the Centennial Exhibition, and were manipously recommend ed for the Diploma of Honor and Medal of Merit.
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